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## STATE ROADS IN MARYLAND

BY

Gov. AUSTIN L. CROTHERS



COLLEGE PARK, MARYLAND

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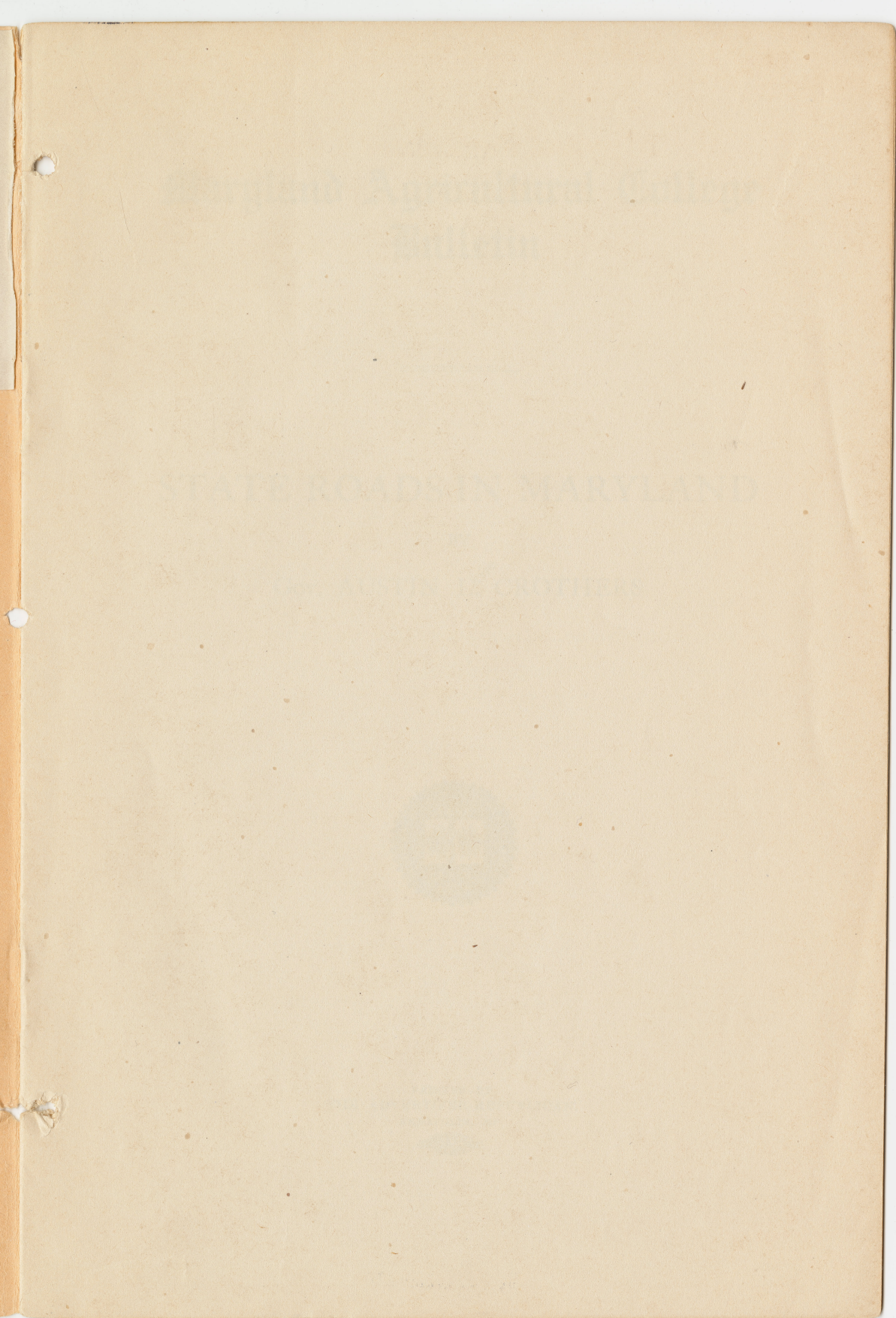
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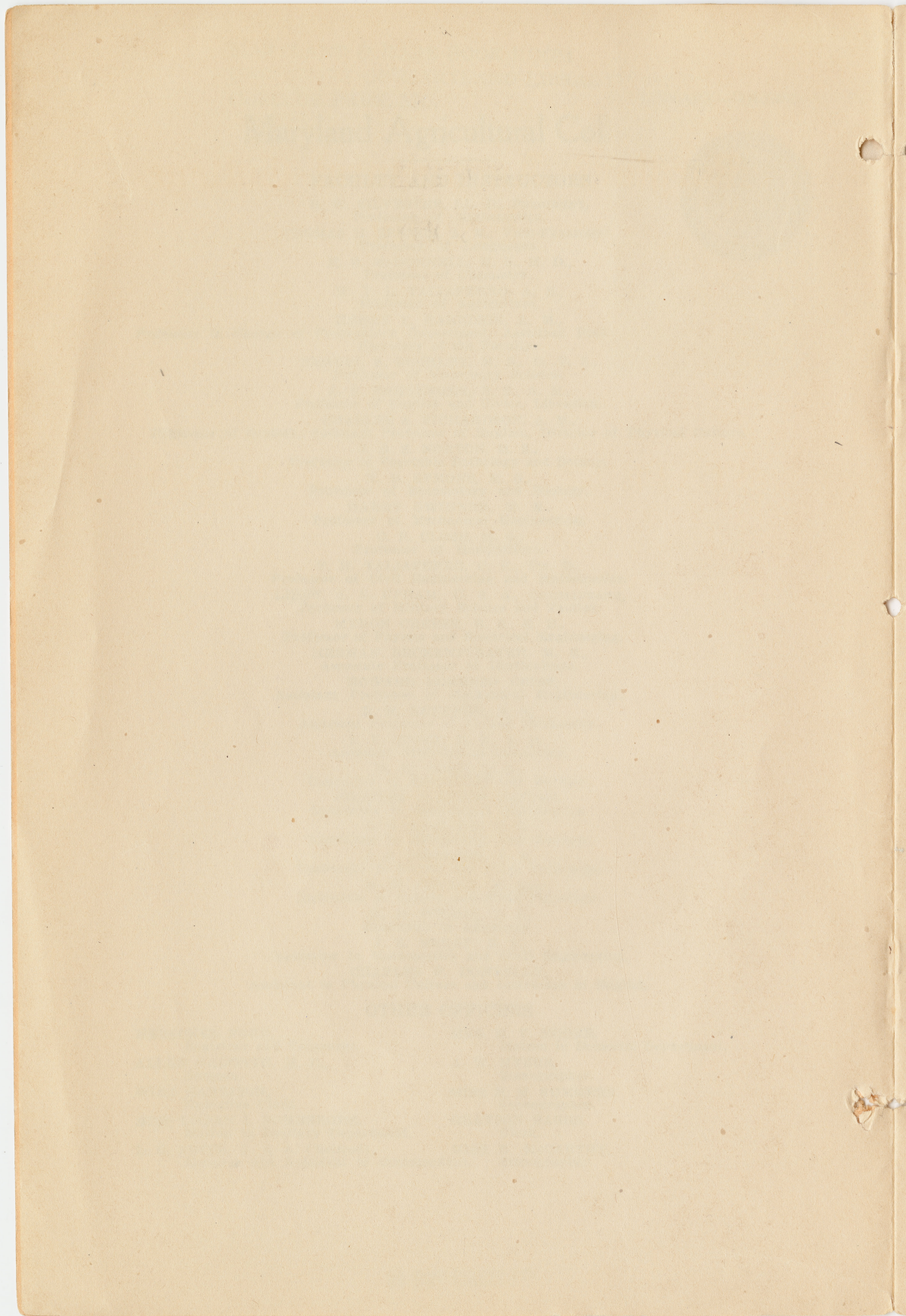
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# Maryland Agricultural College Bulletin

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BY

Gov. AUSTIN L. CROTHERS



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The address, of which this pamphlet is but a part,  
was delivered by Governor Crothers before the Farm-  
ers' Commission, in session at the Executive Offices,  
Union Trust Building, Baltimore, Md., June 3rd, 1911.





# Good Roads in Maryland

By Gov. Austin L. Crothers

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Governor Crothers began his address by congratulating those present upon the wonderful progress made in recent years in agricultural interests and enterprises in the different sections of Maryland, and paid a tribute to the excellent work of Dr. Richard S. Hill as manager of Farmers' Institutes.

He also expressed gratification at the splendid results produced by the efforts of the State Farmers' Commission.

After touching upon the horticultural, orchard and creamery interests, the Governor then discussed at length the subject of

## MARYLAND STATE ROADS.

"Now, gentlemen, the question of roads is another question in which the farmers are greatly interested. We will take up in a brief way, without going into it in detail, as it would be impossible in a meeting of this kind, the road subject as dealt with in this State.

At the legislature of 1908 there were issued five millions of dollars in bonds, to be used in the permanent improvement of the main arteries and thoroughfares of the State. At the same time the legislature, in order that the interest and sinking funds on these



bonds might be provided for, enacted certain laws increasing the revenues, the same to be dedicated to the expenses of this project, to which I beg, for a brief period, to call your attention. In those sections of the enactment which were intended for this purpose, it was provided that the increase of the State revenues, as set forth in the Act of that legislature—an increase, not what existed before—should be applied to meet the charges upon the road bond issue.

It was provided by the same legislature that the collateral inheritance tax should be increased  $2\frac{1}{2}$  per cent., and that such increase should be applied to meet the interests of the sinking fund on those bonds.

The same thing was done in the increase of the liquor license of Baltimore County, and it was provided that the increase, the State's part of it, was to be used for the same purpose.

So there were three sources from which this money was to be raised, viz: the increase in the liquor licenses in Baltimore City, the State's interest in that; the increase in the liquor licenses in Baltimore County, the State's interest in that; and the increase in the collateral inheritance tax.

Here was a bond issue of five million dollars, and here were three specific laws enacted to meet fixed charges and provide a sinking fund for this issue.

Now, the practical result—let us follow that. The increase and the collateral inheritance tax which has been brought into the movement is, up until this time, \$329,326.20, and the increase derived from the liquor



license laws, passed for this purpose, has brought into the State Treasury \$504,673.50. The Baltimore County liquor license tax brought an increase of \$36,930.25 to this fund. The aggregate of all these items brought into the State Treasury \$870,929.95. Now the automobile law, which failed to pass at that session, and one or two other acts which likewise failed of passage, would have brought into the State Treasury a substantial sum in addition to this amount.

Now, maintenance was a definite part of this enterprise. If there is added to the above sources of revenue \$100,000.00, (\$84,000.00 of which is now in hand, and \$16,000.00, which is a most conservative estimate of the income anticipated from the proceeds of these items), if you will add, as I say, the \$100,00.00 aforementioned to the \$870,929.95, you will have \$970,929.95 as a result.

With a view of handling this situation, as well as meeting the present demands which are increasing, you set about to get the departments to practice economy, a most rigid economy, which it was reasonable to expect or to hope for under the circumstance, and out of that was saved \$320,000.00. If you will add that to the aggregate \$870,929.95 (from the proceeds of the laws referred to), plus the \$100,000.00 (from the automobile law), plus the \$320,000.00 (in reduction of expenses of the departments), you have \$1,290,929.95.

Now, summing up results, we have paid the interest on the bonds that have been issued up until this time; we have provided to put into the sinking fund what is



required for the ultimate liquidation of the bonds which bear interest; we have put into the sinking fund part of this interest, amounting to \$191,200.00. Thus has so much of the road bond issue been paid. We have also paid \$88,060.00 in interest, making \$279,350.00 for interest and sinking fund. If you will take \$1,290,929.95 and deduct from it \$279,350.00, the proposition stands today \$1,011,579.95 to the good. If you will cut off the item of \$320,000.00 which, as I have explained, you are saving from the revenues themselves, there would be a difference between the \$970,929.95 and the \$279,350.00, or about \$650,000.00 or \$700,000.00; so by the movement as originally planned, you stand today, on the one calculation, \$1,011,579.95, and on the other, from \$650,000.00 to \$700,000.00 ahead of the game.

So this enterprise, and I refer you to the books for proof, shows a material surplus, without demanding one single dollar in direct taxation.

You will recall that was our hope and idea in the beginning, and thus far you see the practical result.

Do not be mistaken. Of course, as the enterprise of good roads is developed, there will be a corresponding demand for increase of milage, but there will be a corresponding increase in the revenues dedicated to it, especially if there are enacted two or three other revenue producing laws which we thought of to keep up your interest at the time the act was passed.

I have not mentioned the great big fact in connection with it at all. I have not mentioned the fact that



the increase in the assessment now going on will reach a hundred million or one hundred and ten million dollars of increase in the counties of the State, and will be \$25,000,000 in two years from this time, and I think it may be modestly claimed that this increased assessment will cut some figure in the splendid result.

I have not mentioned the big fact yet, in connection with it. I have not talked to you about the increase in the valuation of property to the farmer along the roads thus improved. I have not spoken of the economy in the saving of hauling the crops, especially from remote sections, to market. I have not spoken of the enhanced value, yet you can estimate it without pencil, and see it with the naked eye. Wicomico County, for instance, a wonderfully progressive section of this State, with a beautiful city and beautiful streets, is a beehive of industry and thrift, with a class of people who are making that section boom. I will say no more in regard to this, except to ask you to read the letter of Mr. Allen, one of the most progressive farmers in the State, and get from his own experience the effect of the improved roads in that section. It would be a splendid object lesson to go and see for yourselves the effect of good roads. The same is true in Caroline County, one of the counties that has paid more attention to roads than many others; and the same is true in every county in the State where they have developed the roads. It is true in Baltimore County, one of the counties which was a pioneer in this work, and in Montgomery County



also. And strange as it may seem, where the idea of improved roads has been developed, local taxation has been reduced. Baltimore County, with its wonderful work upon roads and wonderful expenses, reduced her taxation. Wherever the counties of the State are engaged in public projects of that character, the ultimate effect of it will be to reduce governmental expenses. And why? Because when the taxpayer sees his money brings to him improved roads, when he sees it brings increased value to the farmer, he will not tolerate extravagance and unnecessary expenses in other useless directions. It is a great educator.

Closely connected with the stone road project, of course, is the repair of the dirt roads. The agitation of this problem has resulted in improved methods of dirt road construction in the majority of the counties of the State.

Now then, let us come down to the question of what has been expended. We want the whole story. You want to take up the question, What are we going to do next? I want the farmers of this State to look at this question and to help, not in mere curiosity or pastime, but to help these enterprises by their thought and action.

There has been taken from the State Treasury \$3,258,224.03. We lost something on the sale of the bonds, because the bond market at one time (and it has not wholly recovered yet) went to pieces, and we had to sell our bonds at one time at a discount. It is not so serious when you stop to think that these bonds are



issued only at  $3\frac{1}{2}\%$  during the whole period. There was taken from the State Treasury \$3,258,224.03. Then there are some items drawing interest on deposits. Thus therein is left in round numbers—allowing for disbursements of \$2,268,967.77—a balance, as you will see, of approximately \$2,000,000.00 yet unexpended. Out of that has been allotted to Baltimore City one million dollars. Out of what has been expended, we have purchased 197 miles of turnpike road and utilized them in the new roads of the State. The toll gates are down, so that when you go to Frederick County, you have no toll gates over the Frederick pike, none on the Emmittsburg pike, and none on the Jefferson pike. Howard County is today practically entirely free from toll gates. You have this city without toll gates. Almost at the entrance, there is the York Road, the Harford Road, the Bel Air Road, the Liberty Road and the Frederick Road. I now recall that all toll gates have been taken from these roads.

Now, I have suggested that the city ought to have two and a half million dollars in addition to the million, making three and a half million, when we come to get another appropriation for this business. I think it is right; I think it is proper for the city to have it. Where you improve the roads it starts a growth and encourages development and progress in the city as well as the State. I think there should be appropriated by the next legislature enough money to complete the State system, which cannot be done with a mere million dollars under the present appropriation. I believe it



is the wisest way that the taxpayers' money can be expended; I believe it comes home, whether it is direct or indirect, more than in any other way, except from our system of public education."

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After finishing the subject of good roads the Governor paid a high tribute to the MARYLAND AGRICULTURAL COLLEGE and EXPERIMENT STATION and showed how these institutions were doing a great work for the farmers throughout the State. He urged the farmers of Maryland to avail themselves of the opportunities for information afforded by these State Institutions.

Before concluding his speech the Governor made many valuable suggestions concerning such subjects as tuberculosis in cattle, the use of convicts upon the public roads, methods for preserving the public health and the personal economy of individuals.

There was practically no subject of interest to the farmer on which the Governor did not touch, and he showed an acquaintance with the agricultural affairs of the State and a fund of general information which could come only from a long and careful study of the subjects involved.

At the conclusion of Governor Crothers' speech a resolution was passed requesting the Agricultural College to publish the speech, or as much thereof as possible, in one of the quarterly bulletins issued by the College.



